

BookletChart™

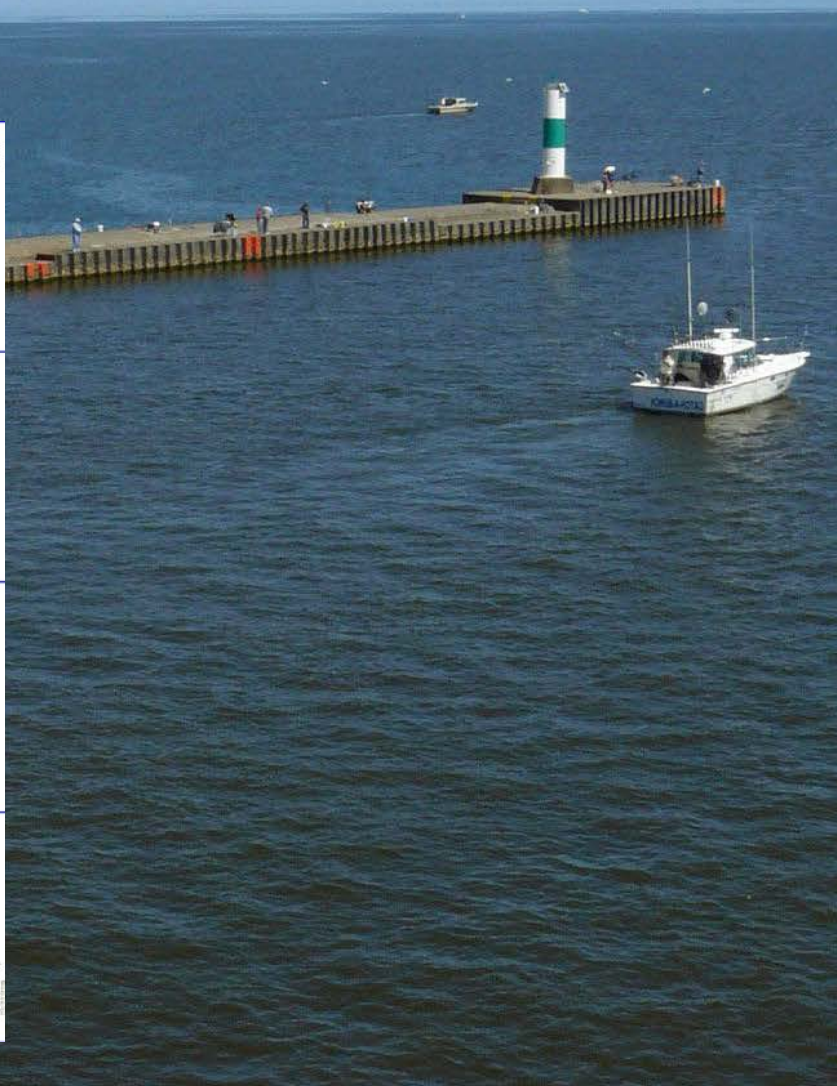
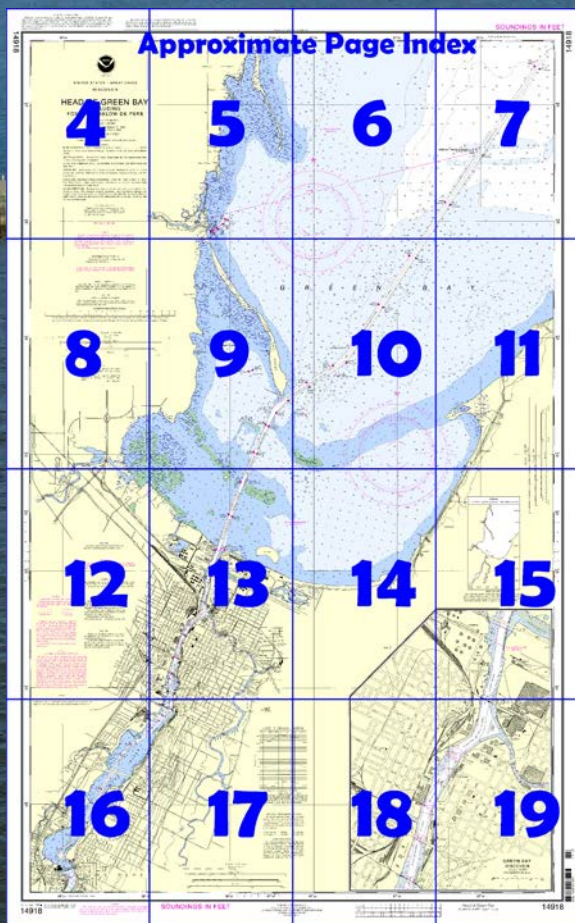


Head of Green Bay, Including Fox River below De Pere NOAA Chart 14918

***A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.***



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™ ?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=14918>



(Selected Excerpts from Coast Pilot)
Sturgeon Bay (described with the Sturgeon Bay Ship Canal) extends about 8 miles southeast from Green Bay.
Caution.—Aids to navigation in Sturgeon Bay have been placed with respect to traversing the bay from Lake Michigan through the Sturgeon Bay Ship Canal to Green Bay.
Sherwood Point Light (44°53.6'N., 87°26.0'W.), 61 feet above the water, is shown from a white square tower with attached dwelling on the SW side of the entrance to Sturgeon Bay.

From Sherwood Point Light the shore trends southwest for 4 miles to a narrow peninsula that extends 1.2 miles northwest from shore. **Snake Island** is close off the end of the peninsula. From the northeast side of the peninsula and Snake Island, a shoal bank with depths of 2 to 18 feet extends 3.5 miles north-northeast. **Sherwood Point Shoal**, a detached 11-foot shoal marked on the north side by a lighted buoy, is off the north end of this shoal bank and 1.9 miles north-northwest of Sherwood Point. These shoals are a hazard to vessels navigating between Sturgeon Bay and the south end of Green Bay and should be given a wide berth. From Little Sturgeon Bay southwest for about 7 miles, the shore is generally deep-to, thence for 16 miles southwest to the village of **Red Banks, WI**, the shoal border is 0.25 to 1 mile wide. A detached 10-foot shoal is 1.5 miles offshore 3.5 miles north of Red Banks. The south end of Green Bay, from Red Banks to the mouth of Fox River, has depths of 18 feet and less. From **Point Sable** (44°34.7'N., 87°54.7'W.), 3 miles southwest of Red Banks, **Frying Pan Shoal**, with 1-foot depths and spots awash extends W across the Bay to Long Tail Point. A dredged deep-draft channel leads through the shoals at the south end of Green Bay to the mouth of Fox River.

Prominent features.—The most prominent objects in the approach to Green Bay are a tank 4 miles east-southeast of the mouth of Fox River, a lighted stack 1.1 miles south of the river mouth, a stack 2.1 miles northwest of the river mouth, and a tank 3.5 miles northwest of the river mouth at the town of Howard.

Green Bay Harbor Entrance Light (44°39'11"N., 87°54'04"W.), 72 feet above the water, is shown from a white conical tower on a cylindrical base on the west side of the entrance channel 9.3 miles northeast of the mouth of the Fox River; a seasonal sound signal is at light..

The dredged entrance channel leads generally southwest through the shallow water in the south end of Green Bay for about 11.5 miles to the mouth of Fox River and thence upstream for about 7.2 miles to a turning basin at De Pere. Other turning basins are on the east side of the channel 1.4 miles above the mouth, at the mouth of East River, and on the west side of the channel 3.6 miles above the mouth, just above the Canadian National Railroad bridge. (See Notice to Mariners and the latest of the chart for controlling depths.) The entrance channel is well marked by lighted ranges, lights, lighted and unlighted buoys. The river channel is marked by buoys from the second turning basin to the turning basin at De Pere.

East River empties into the east side of Fox River 1.3 miles above the mouth. The river is navigable to Baird Street bridge, 1.3 miles above the mouth. A depth of about 5 feet can be carried through the narrow and tortuous channel.

Caution.—**Grassy Island**, on the E side of the entrance channel, 1.3 miles NE of the Fox River mouth, and **Cat Island**, on the W side of the channel opposite, partially cover during periodic high-water conditions. Grassy Island is marked on the NW end by a light.

In the approaches to Fox River, outside the limits of the dredged channel, numerous uncharted fish nets and stakes make navigation hazardous, particularly for strangers.

A crescent-shaped spoil area is about 1 mile E of the mouth of Fox River.

Fluctuations of water level.—Changes in wind direction or barometric pressure occasionally cause temporary water level fluctuations of up to 2 ½ feet above or below the prevailing mean lake level.

Currents.—Currents in Fox River attain velocities to 3 mph and may run in either direction.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Cleveland

Commander
9th CG District
Cleveland, OH

(216) 902-6117

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

14918

88°04'

88°02'



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GREAT LAKES

WISCONSIN

HEAD OF GREEN BAY INCLUDING FOX RIVER BELOW DE PERE

Polyconic Projection
Scale 1:25,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET

Additional information can be obtained at nauticalcharts.noaa.gov.

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum)577.5ft
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.

AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure. The true bearing between any two points on this chart may be determined by connecting the two points with a straight line and measuring the angle of its intersection with a meridian line at or near the middle of the course.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

Ⓟ Pump-out facilities

NOTE A

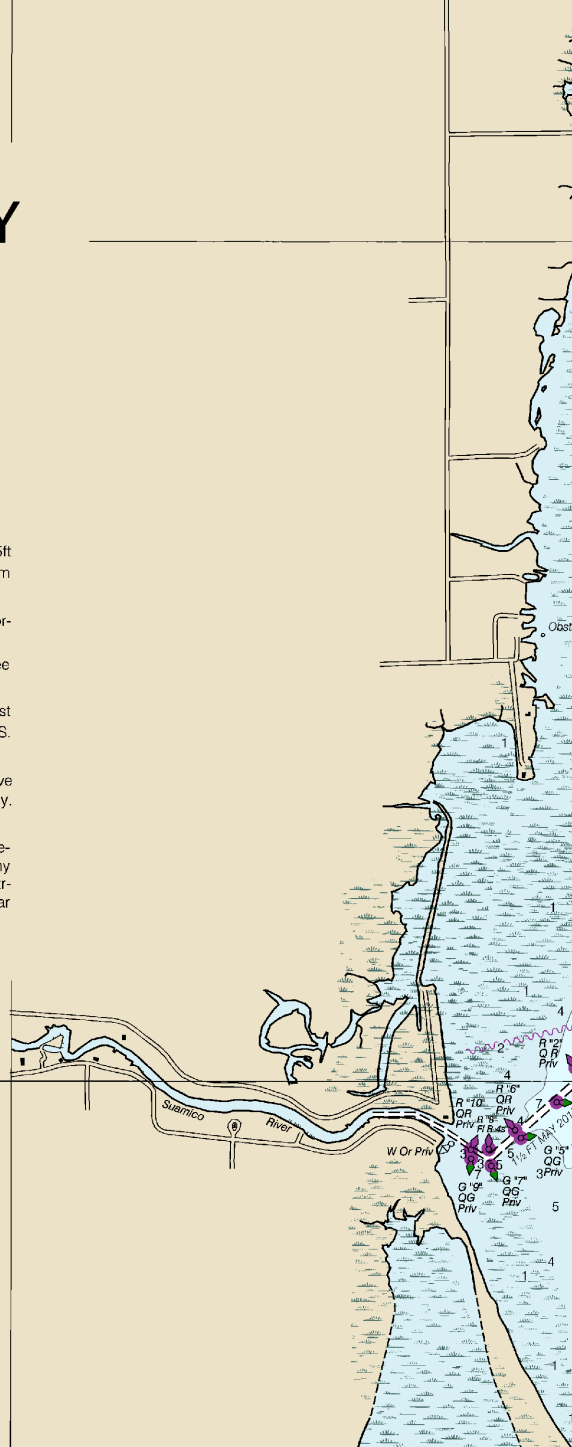
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio, or at the Office of the District Engineer, Corps of Engineers, in Detroit, Michigan.
Refer to charted regulation section numbers.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

Sailing courses and limits indicated by the Lake Carriers Association and others.

Joins page 8 by Lia-

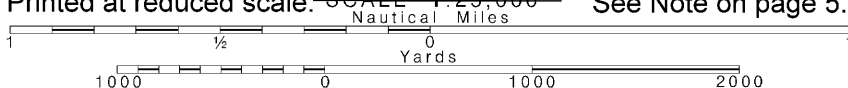


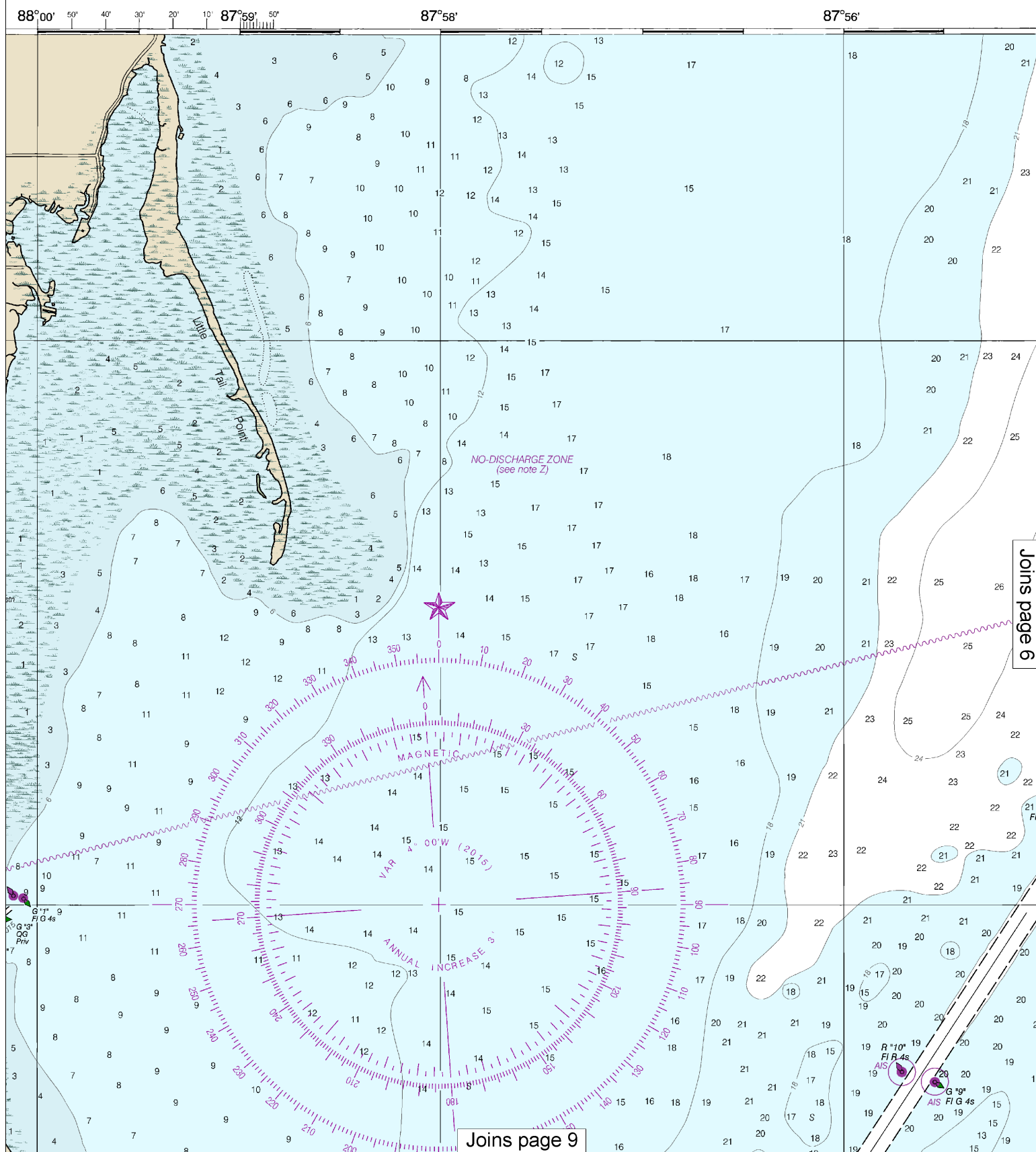
4

Note: Chart grid lines are aligned with true north.

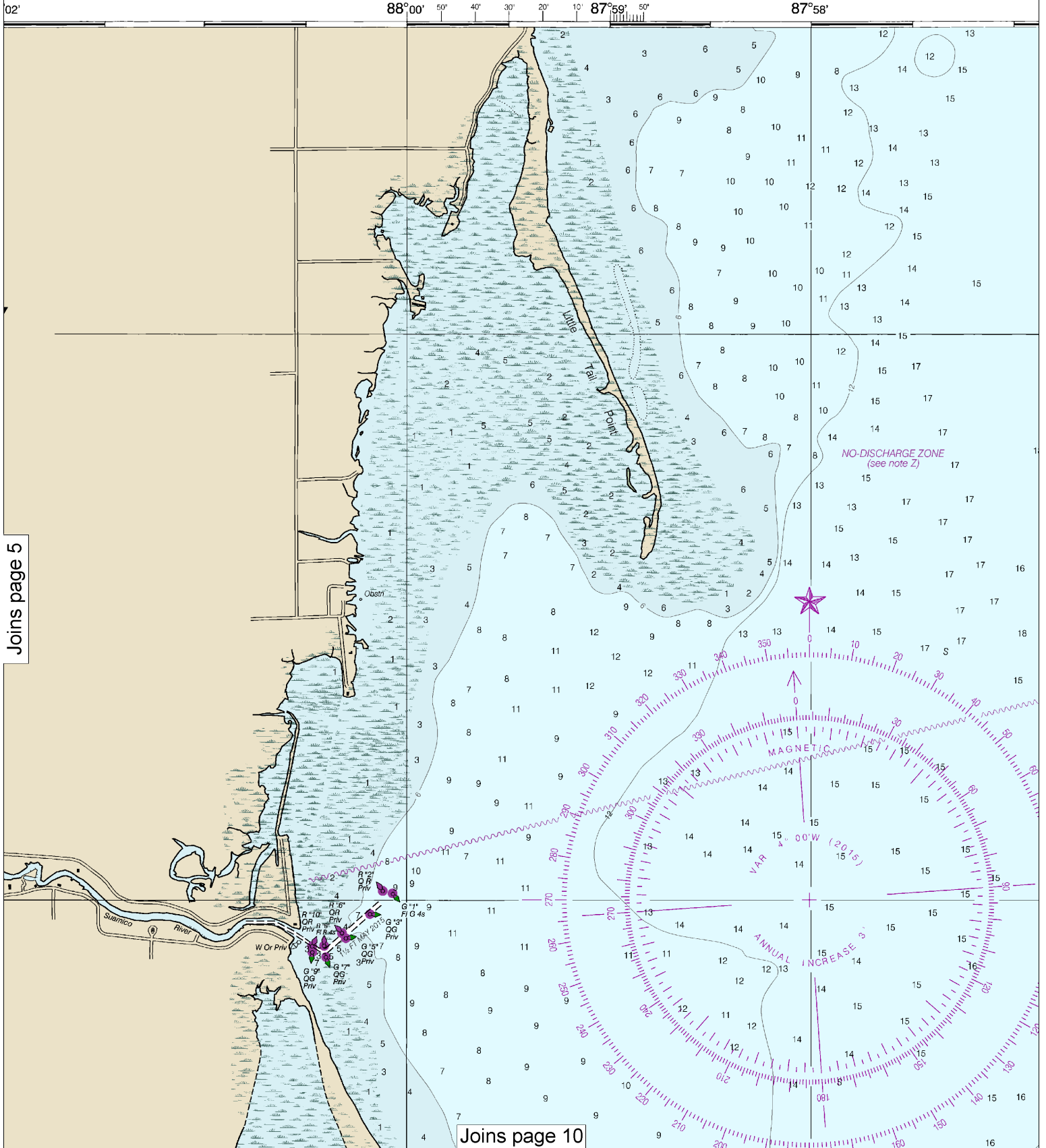
Printed at reduced scale. SCALE 1:25,000

See Note on page 5.





This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:33333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

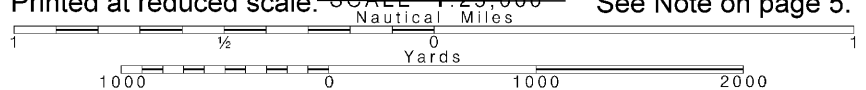


6

Note: Chart grid lines are aligned with true north.

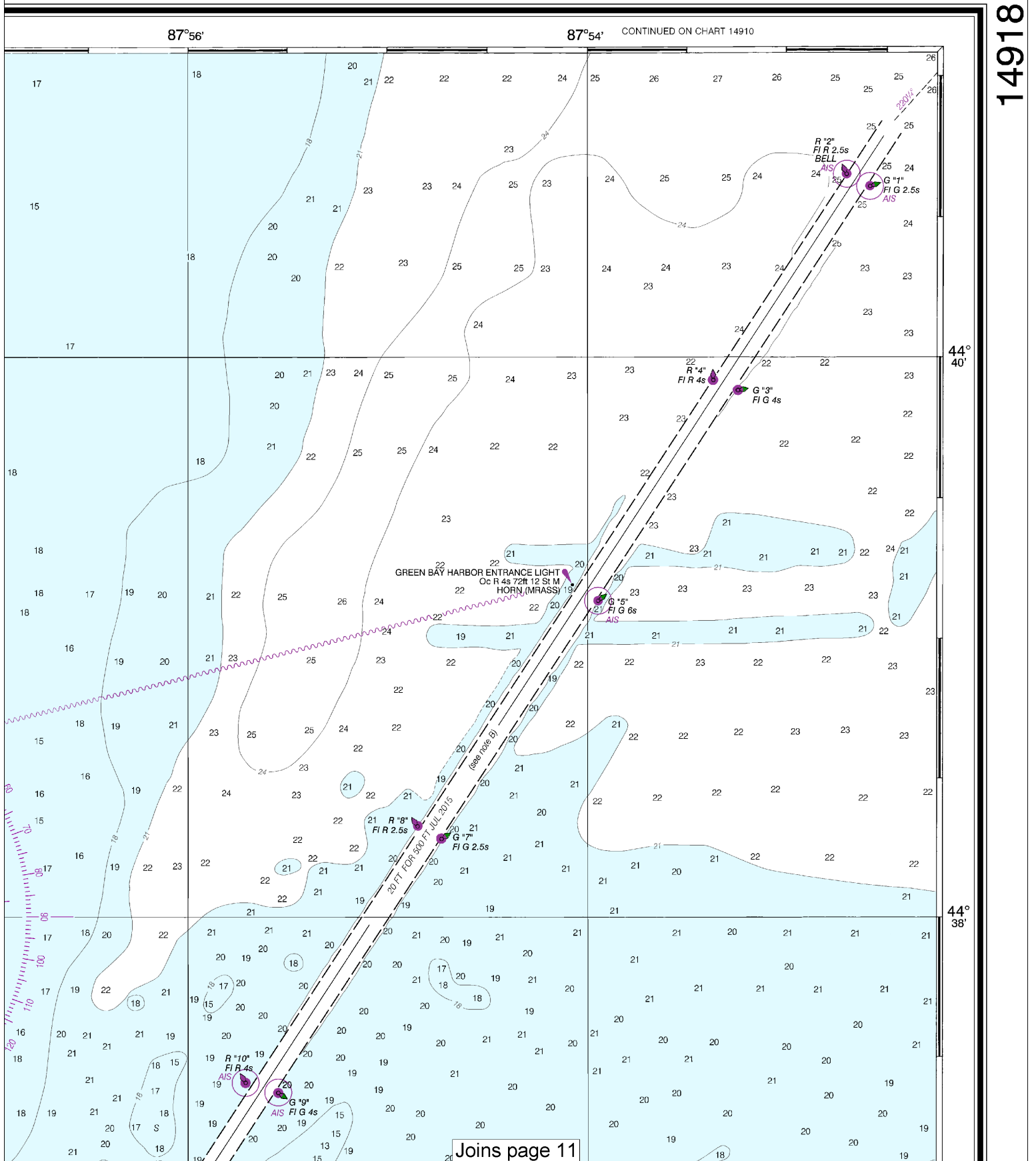
Printed at reduced scale. SCALE 1:25,000

See Note on page 5.



SOUNDINGS IN FEET

14918



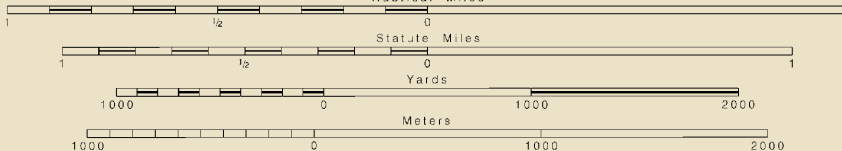
SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 6 for important
supplemental information.

Sailing courses and limits indicated in magenta are recommended by
the Lake Carriers Association and the Canadian Shipowners Association.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National
Response Center via 1-800-424-8802 (toll free), or to the nearest U.S.
Coast Guard facility if telephone communication is impossible (33 CFR
153).

CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not open to a full upright or
vertical position, unlimited vertical clearance is not available for the
entire charted horizontal clearance.

SCALE 1:25,000
Nautical Miles



NOTE B

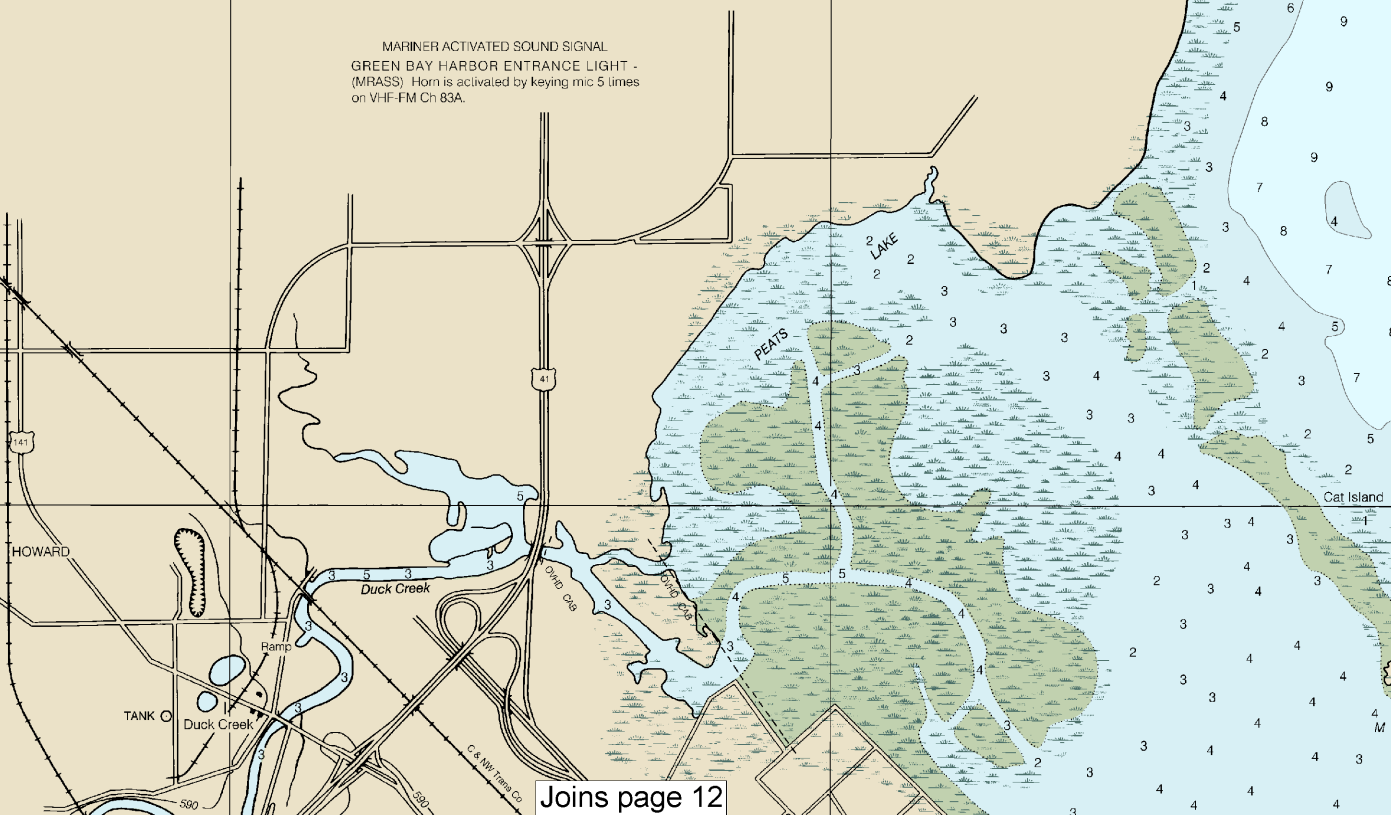
A depth of 24 feet for a mid-width of 150
feet is available from the channel entrance to
buoy 15.
The Corps of Engineers should be consulted
for changes to the above information.

Jul 2015

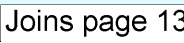
MARINER ACTIVATED SOUND SIGNAL
GREEN BAY HARBOR ENTRANCE LIGHT -
(MRASS) Horn is activated by keying mic 5 times
on VHF-FM Ch 83A.

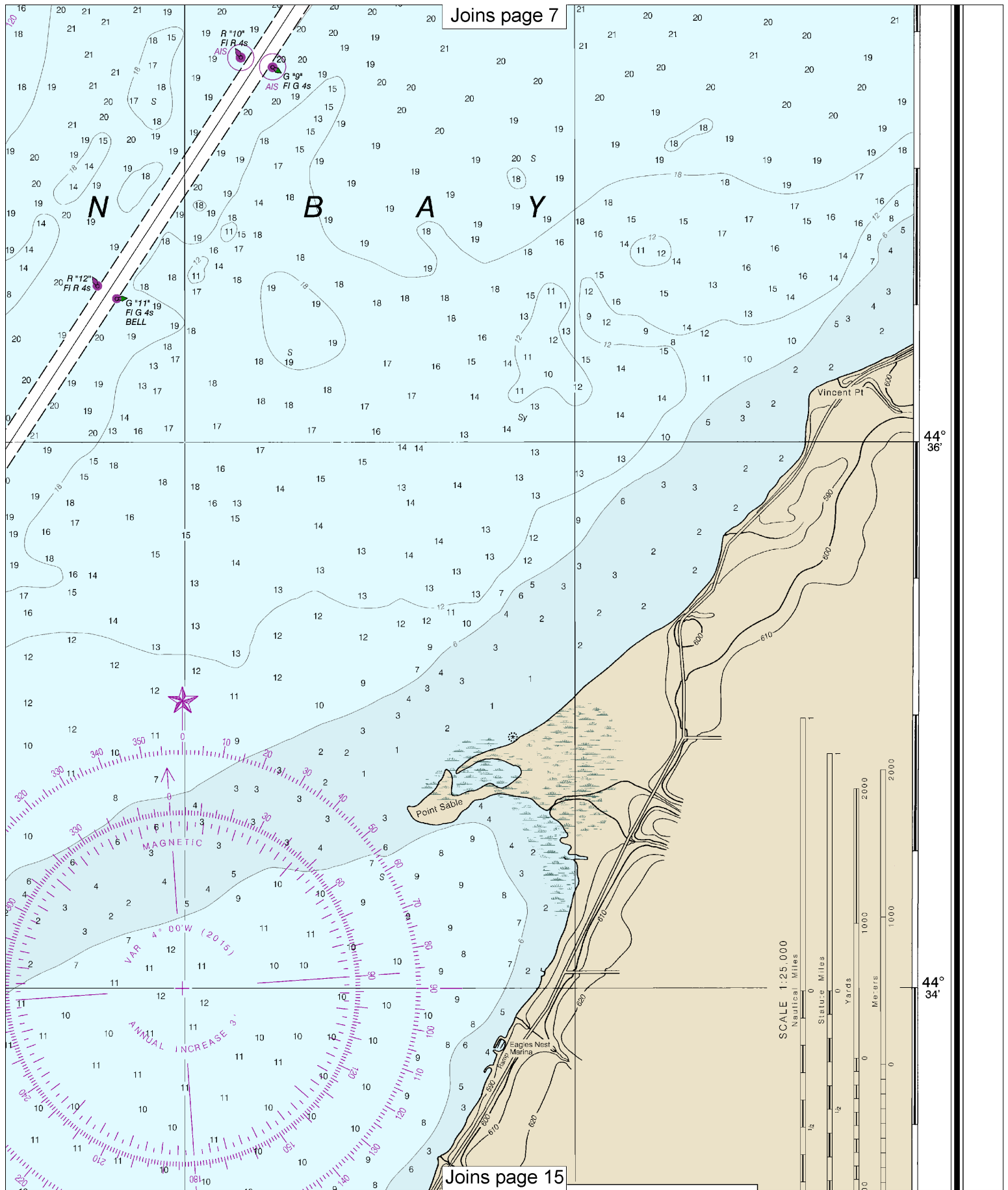
44°
36'

44°
34'



Joins page 12





This chart falls entirely within the limits of a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. Commercial vessel sewage shall include graywater. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/vessel_sewa/vsnozone.html.

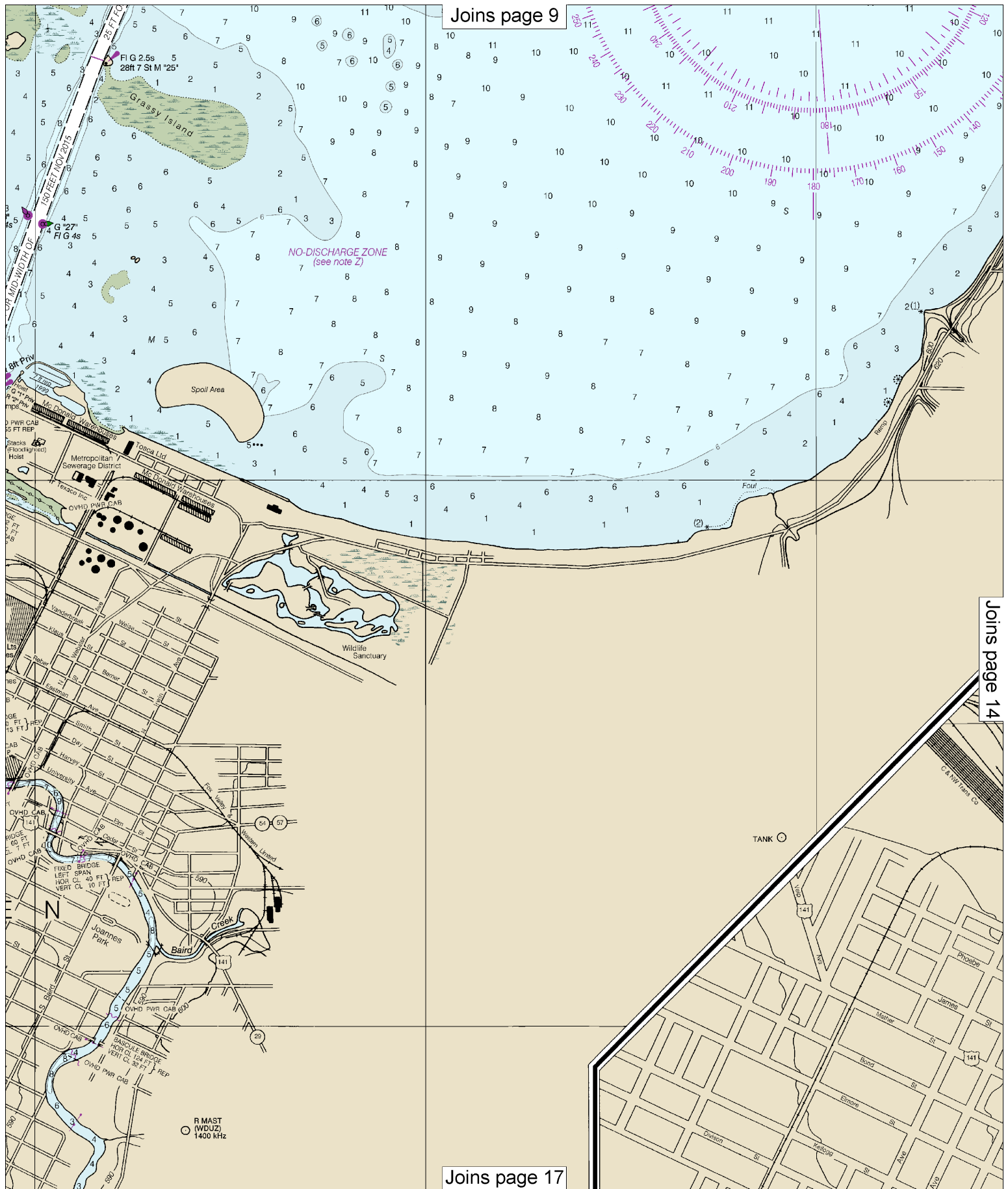
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

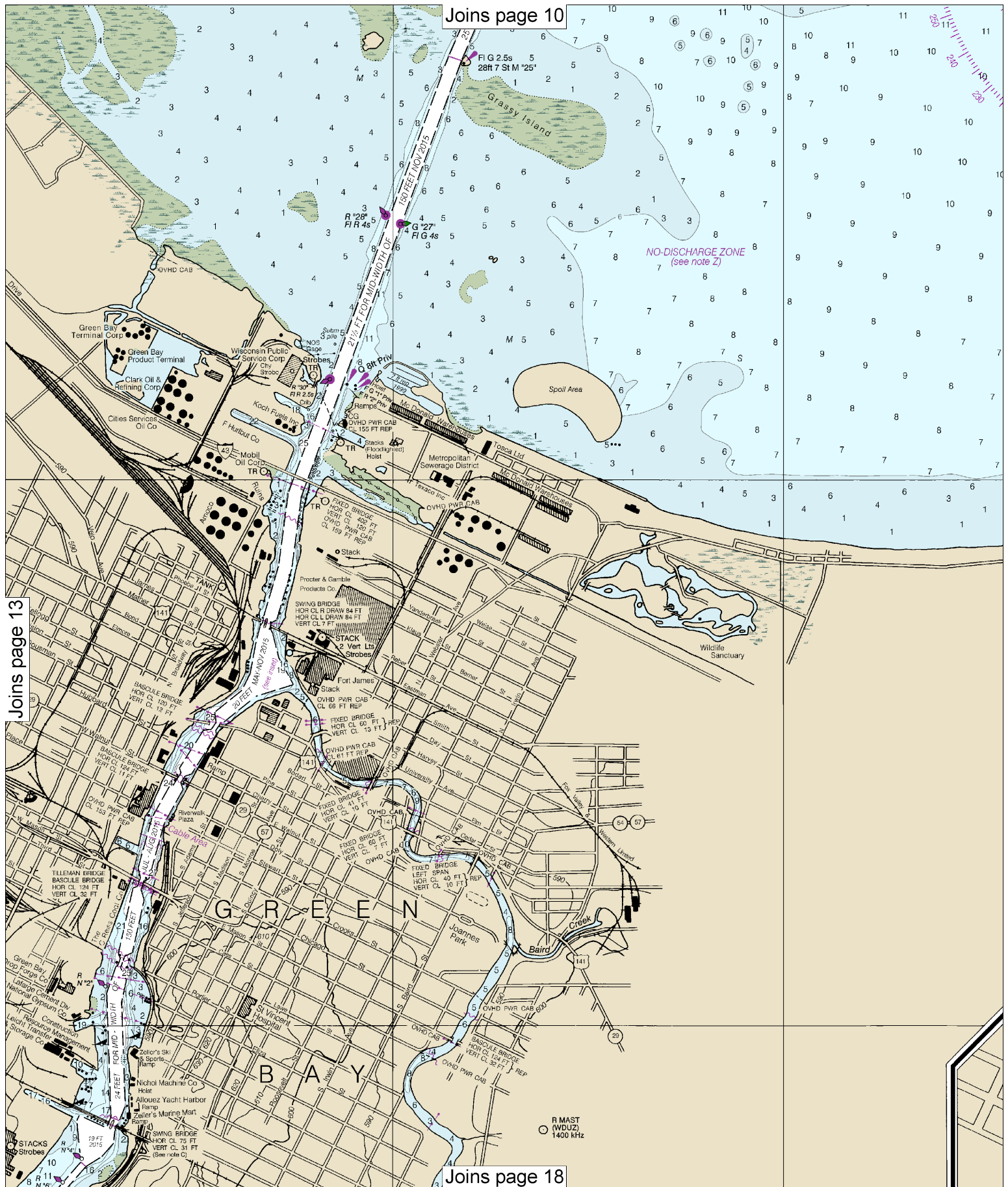
Joins page 16

CALL 1-25,0
Nautical Miles

See Note on page 5.

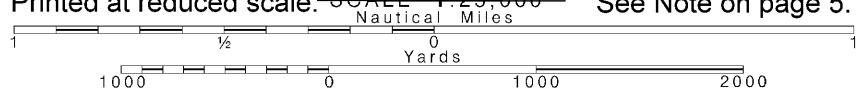
Yards

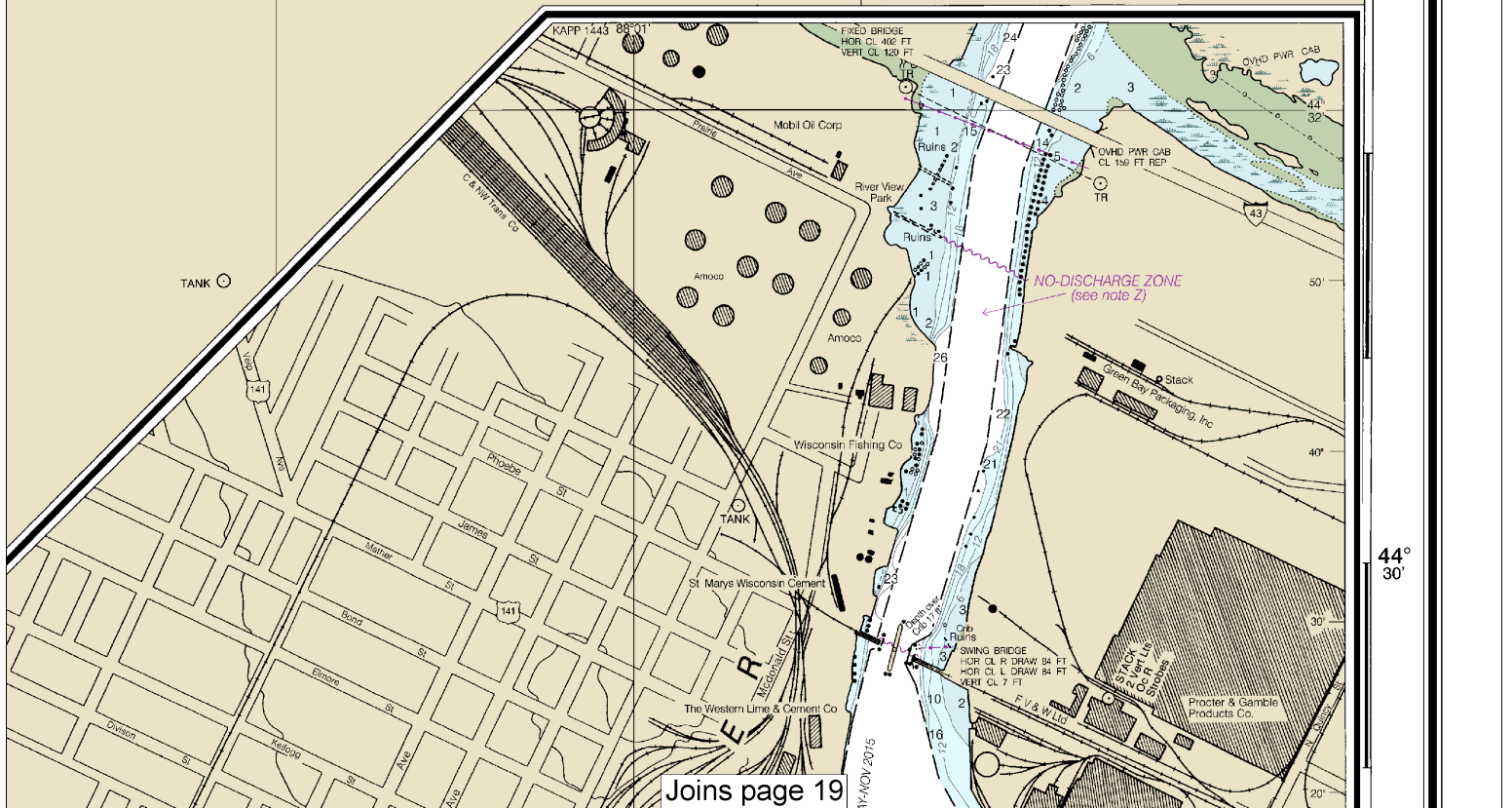
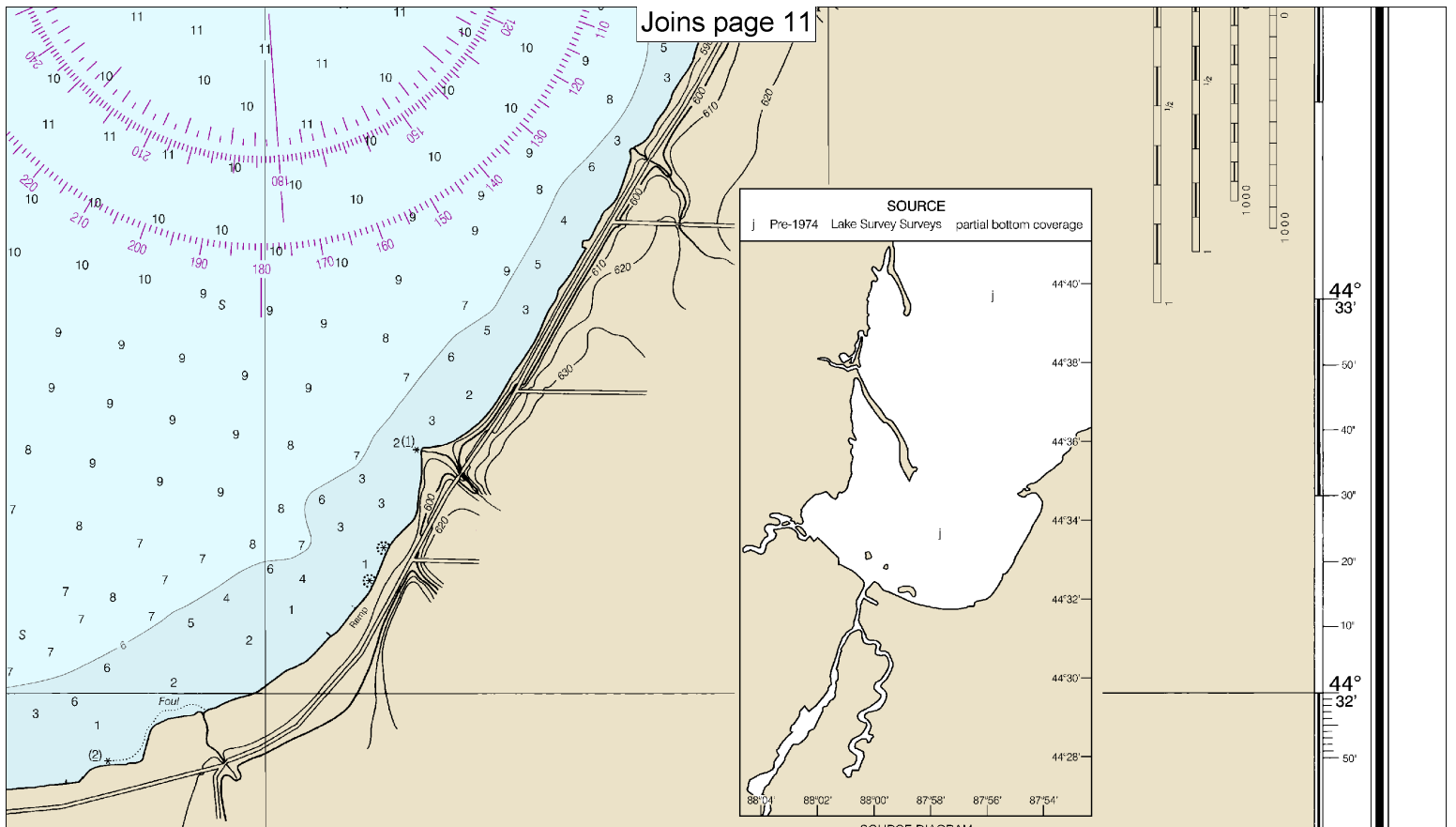


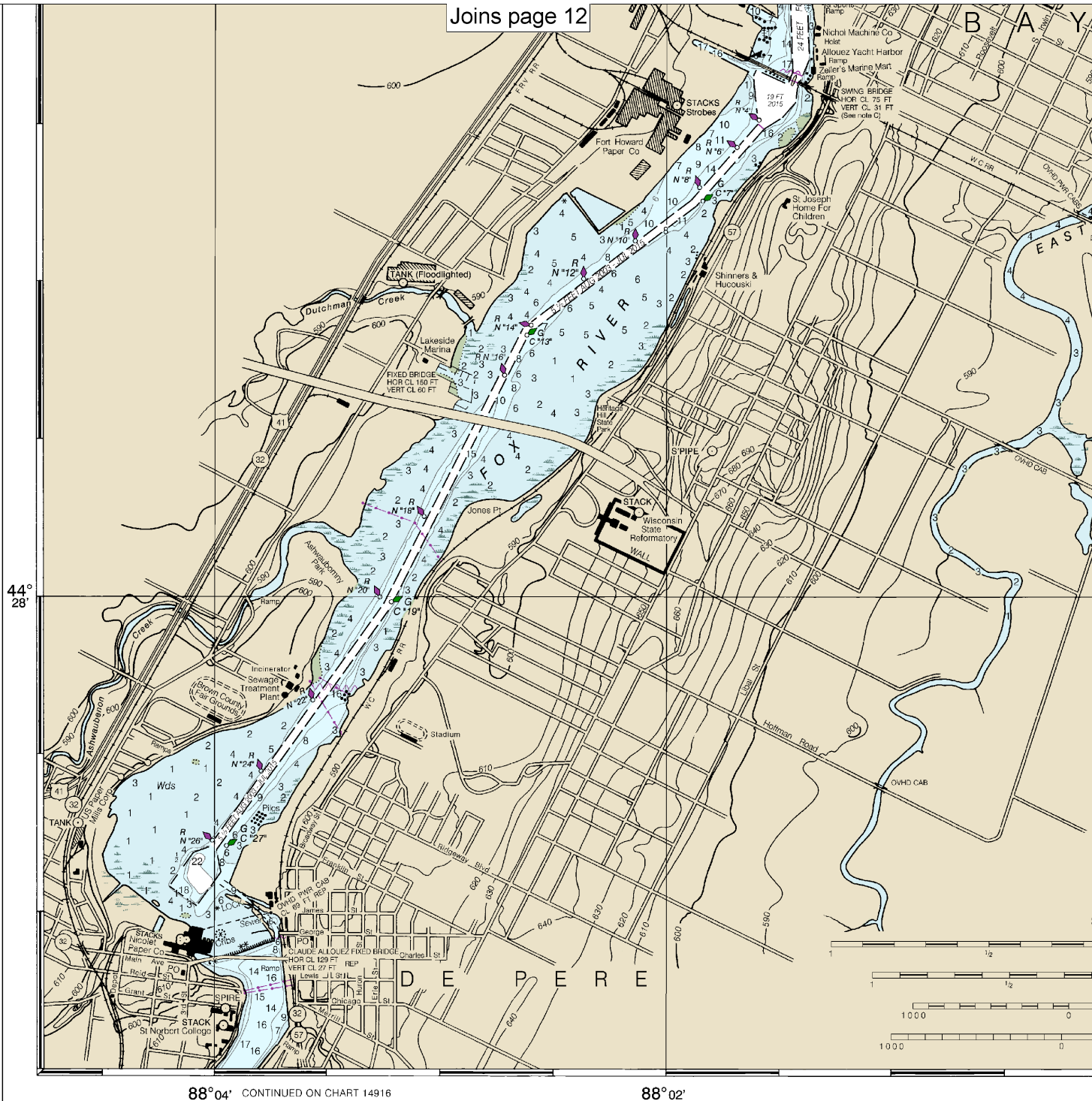


Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:25,000 See Note on page 5.







88°04' CONTINUED ON CHART 14916

88°02'

28th Ed., Dec. 2015

14918

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUNDINGS

Last Correction: 3/23/2016. Cleared through:

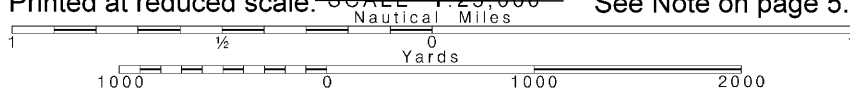
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

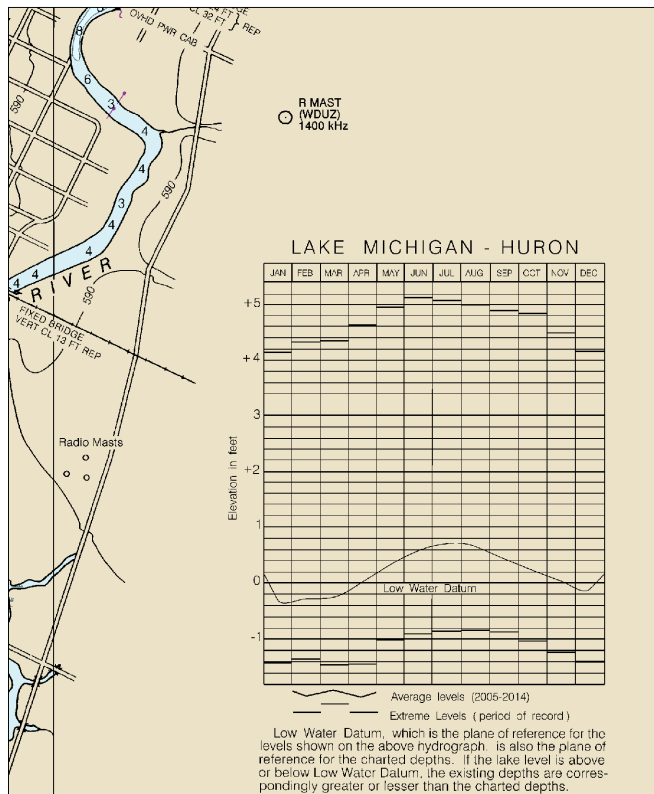
16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:25,000

See Note on page 5.





NOAA WEATHER RADIO BROADCASTS

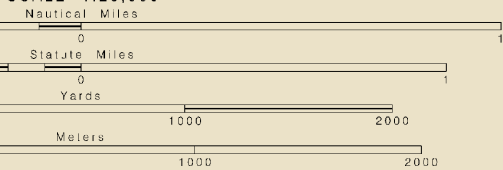
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Green Bay, WI KIG-65 162.550 MHz
Sheboygan, WI WWG-91 162.425 MHz

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) and for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1902 must be corrected an average of 0.150" southward and 0.456" westward to agree with this chart.

SCALE 1:25,000



88°00' 50' 40' 30' 20' 10' 87°59' 50'

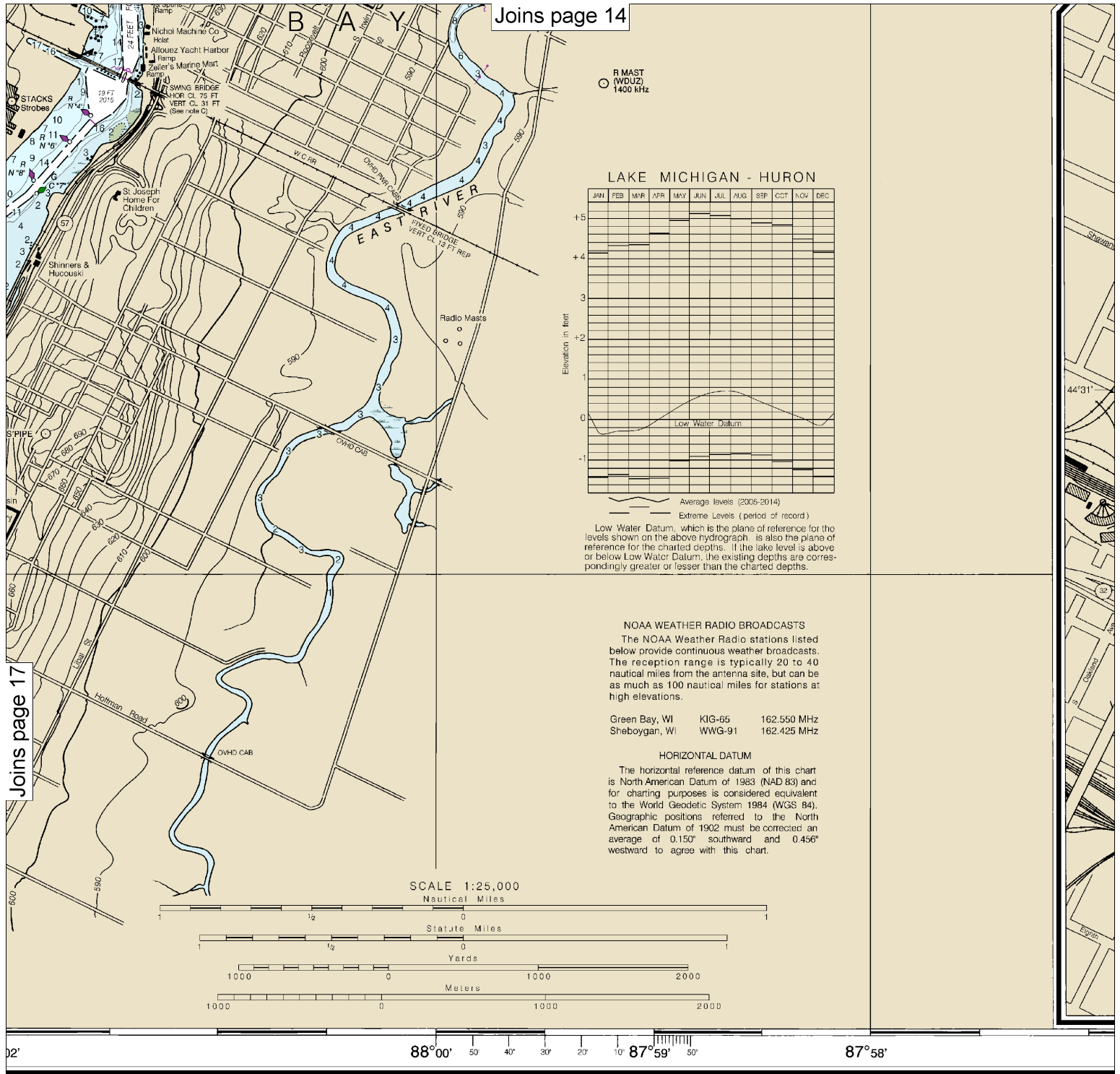
87°58'

87°56'

IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

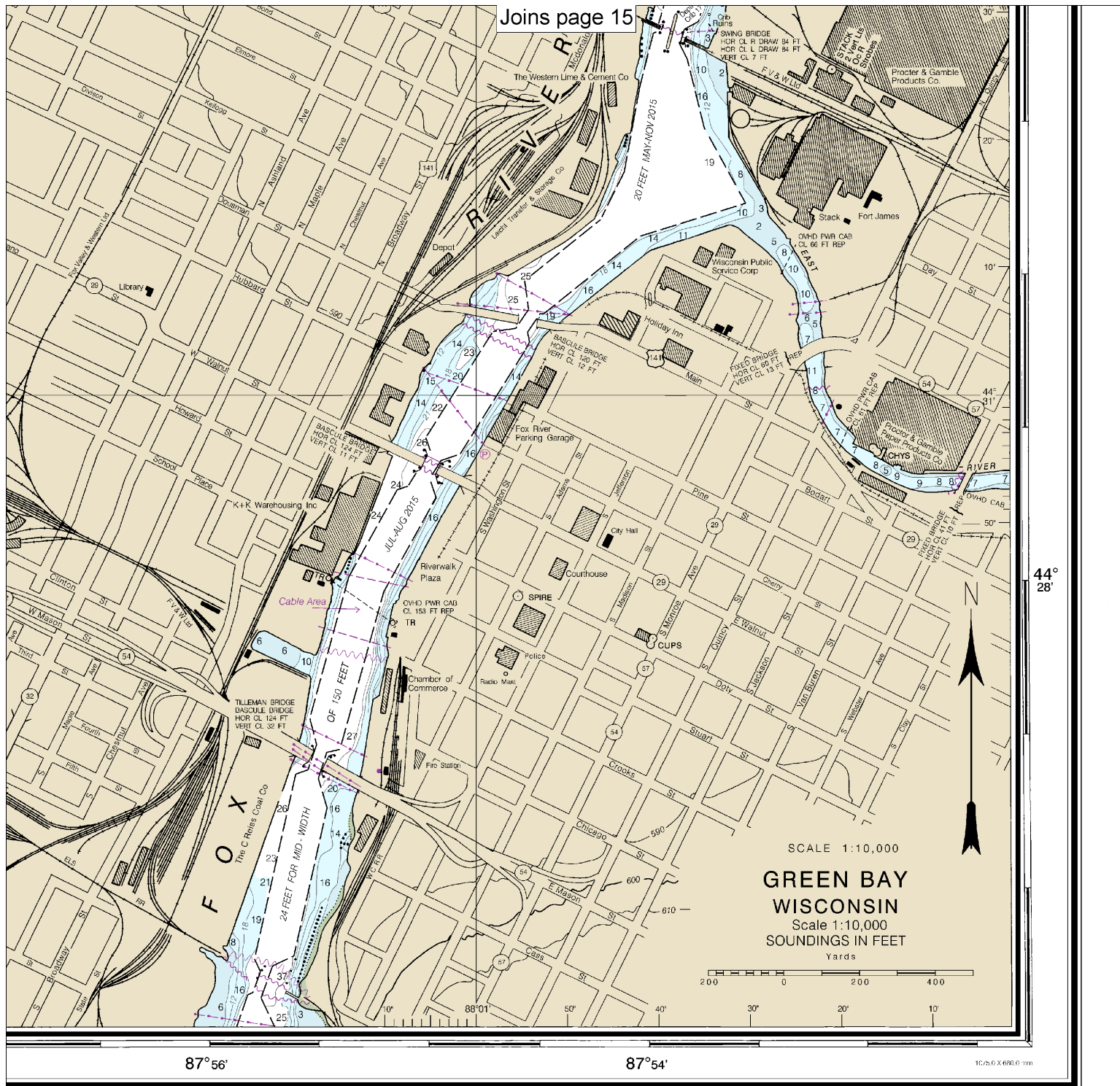


16)

SOUNDINGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS
FEET
METERS



FOAMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
SET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
FERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Head of Green Bay
SOUNDINGS IN FEET - SCALE 1:25,000

14918



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow **@NOAAcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.